

## North America Emission Control Area Fuel Oil Non-Availability Report

## ECA0100

## 1

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##

##(Include Double Pound for comments

not form fields)

##Report Form ID

Ship Operator Name

**Oldendorff Carriers GmbH & Co. KG**

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Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice
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EAST OF HOKKAIDO – JAPAN

Capetan Costis	Italian	9520637	20-Feb-14	
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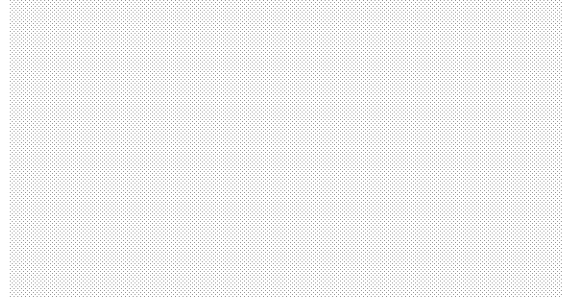
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Name of Ports after First Notice   Name of Last Port before ECA Entry   Name of Port with Fuel Oil Supply Disruption

N/A

Nantong, China



13

[illegible]

ED\_002238\_00002816-00004

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Time of Entry in the ECA Sulfur Content of Non-Compliant Fuel Oil Projected Hours on Main Propulsion

12:22utc

2.770% 1 day

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Name of First POC Compliance Fuel Oil Available at First POC? Plan to Bunker Compliant Fuel Oil at First POC?

Portland OR

yes

yes

**Vsl will be chartered out to Canpotex who will arrange relevant Isfo in order to comply with eca regulaitons**

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Name of Second POC   Compliant Fuel Oil at Second POC?   Plan to Bunker Compliance Fuel Oil at Second POC?

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Number of Fuel Suppliers Contacted at the Second POC?

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Date of Exit from ECA?

**After abt 5 days loading + 1 days steaming (excluding berthing delays)**

Time of Exit from ECA?

**After abt 5 days loading + 1 days steaming (excluding berthing delays)**

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Has this vessel operated in the ECA in previous 12 months?    Number of Separate Visits to the ECA

yes

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31

Number of Ports visited in the ECA Previously submitted ECA0100 forms? Number of Submitted Reports

**4 yes**

**1**

[illegible]

Designated Corporate Official Phone Number	Description of Actions to Achieve Compliance when current voyage was fixed, vessel was about to depart from disport. Charterers (via their bunker representative ) made immediate attempts to locate compliant fuel oil however were informed that due to scheduling it would not be possible to supply bunkers at Nantong prior to vessel's departure.